IMPULSE TO THOUGHT.

A remnant of the once famous "Appian Way," is yet visible at Terracina, in Central Italy Assuming it to be the only vestige attainable, our ideas of Rome and the Roman would be moulded in accordance with the interpretation of this historical hieroglyphic, Would it be amiss to regard this interesting relic as evincing on the part of its projectors unlimited wealth strong civil and military institutions, extensive commercial relations with other parts of the world, together with a familiarity with the arts and sciences, characteristic of advanced civilization? It is not contrary to human experience to arrive at tolerably correct impressions of the social condition of men in different parts, of the world by this process of reasoning.

No tourist in his letters to his friends, fails to remark the condition and character of the roads over which he has ridden, and from his description we picture the character of the people among whom he is journeying. Poor roads are invariably associated with a poor, indolent class o people, devoid of all enterprise.

· An elementary principle of political economy is that, in order to promote happiness and prosperity in a community, the surrounding conditions must be of a character to aid it. Prominent among these essentials may be mentioned good roads. However, it is not necessary to delve deep into ancient history nor enter into elaborate demonstration of abstract problems in political economy in writing upon the subject of roads and road making. Every man interested in the development and prosperity of the locality in which he resides has devoted some time to the consideration of the different systems of road construction now in operation. Among these may be mentioned the primitive dirt or gravel roadway; wooden, asphalt, concrete and other experimental pavements; Belgian blocks or cobble stone systems, and the Telford and Macadam. Townships adjacent to large cities in a great measure depend upon them for their prosperity, which mainly consists in the inducements offered to wealthy business men to take up their residences in the place. Montclair and East Orange are cited as illustrations of this. Good driveways are among the essential requirements of this class of citizens, To adhere to a system of dirt roads, the quality of whose condition varies with the weather, is false economy, injurious to the reputation of the town, as well as evincing a lack of enterprise on the part of its inhabitants. To include in such costly public luxuries as wood, asphalt, and concrete; avements is carrying enterprise to an extreme. Besides, these systems are lacking in that important requirement, durability. The jolt and rumble associat-- ed with Belgian and cobble pavement render them unfit for suburban travel. The Telford and Macadam systems meet all the necessary requirements of country roads-freedom from mud, smooth surface and durability. The appellations Telford and Macadam are frequently confounded, the casual observer not being able to discern any great difference in the superficial appearance of either system. The difference is in the method of con struction. The Telford system takes its name from its originator, Thomas Telford an eminent civil engineer born in Scotland, in 1757. He served for a time in the capacity of engineer to the parliamentary commission on roads and bridges. The construction of the road between London and Holyhead was one of his many distinguished acheivements. Telford considered an artificial foundation a matter of the utmost importance. He excavated the road-bed a sufficient depth to allow for a layer of large stones. This layer varying in thickness from six inches in the centre, to three on the outer edge. These were carefully laid in by band with their broad surface down; no stone used in this foundation should exceed four inches on its upper surface. On this foundation a coating

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are in good condition to-day. John Loudon Macadam, originator of the system which bears his name was also a Scotchman, and born in 1756, one year previous to Telford. Macadam served as district road-master in Ayrshire. He was afterward appointed general Surveyor of Metropolitan highways by the government, and his system rapidly became generally used throughout England and was favorably received in France. Macadam discarded Telford's theory of the necessity of a firm foundation; on the contrary he preferred one that was yielding to one that was rigid and unyielding. Macadam's design was to create a hard and impermeable crust and he succeeded so well in this as to construct roads capable of bearing the heaviest burdens over marshy ground hitherto pronounced impassable.

The method pursued by him was to have the earthen road-bed carefully s noothed over with a rake. Broken stone, flint, granite or whin stone, not exceeding six ounces in weight, stones weighing from one two ounces being preferred, were then carefully spread on the bed. The men were not allowed to lay the stone on by shovelfuls to the requisite depth, but to scatter it on shovelful after shovelful to a depth of from six to ten inches.

Whatever variances in theory as to construction may have existed between the founders of these two rival systems, they both agreed in this one point, that the broken stone used on the surface should not exceed two and one-half inches in diameter. The quality of the stone is an important matter in the construction of either system, sandstone being too easily crushed, limestone too susceptible to the action of water and flint too brittle. The essential q alities being a combination of

toughness and hardness The trap-rock found in such abundance in the Orange Mountains, combining as it does, these two important features, is peculiarly adapted to these two systems of roadway. Thousands of tons are annually carted away from "Cliffside Quarry," Upper Montclair, and many miles of magnificent driveway, extending through the Oranges, Montelair and Bloomfield represent the meritorious qualities of the two systems. Experience has demonstrated that neither of these two systems is suited to the heavy traffic of commercial cities; whatever advantage one may possess over the other in this respect being

n favor of the Telford. It is obvious that in a comparison of the relative cost of construction of the two systems, the Macadam has the advantage of cheapness.

The cost of keeping in repair is about equal consisting principally in the judicious sprinkling of a few stones on occasion. The question of durability in the c se of the Macadam system is dependent upon the geographical location, climatic conditions and the nature of the traffic. In this vicinity all these being highly favor able and its comparative cheapness all tend to recommend it as the system suitable for adoption. It is the splendid opportunity of enjoying a delightful drive over smooth roads that has proved a strong inducement to wealthy New Yorkers to locate in the vicinity of Orange. Montelair is pushing ahead in this matter, the completion of the present roads connecting her system with that of Orange. Conservative old Bloomfield, ever slow but sure, is considerably behind ! er neighbors in this matter. Ridgewood avenue from Orange to Montclair should be macadamized; also Franklin street and Montgomery avenue. These improvements would prove of inestimable value to the Township, both in the enhanced value of the real estate, and in the class of people who would be induced to settle here. ----

A Remarkable Theft.

In his native hills he was once known as "the boy who stole Don Vicente's creek." Said Vicente, a pompous mestizo, strutting in the prestige of a sem'official authority, was the mayoral, or overseer in chief, of a former convent haciendo, now a government domain. used only as a stock farm. By way of asserting the prerogatives of his position the mayoral monopolized not only the hunting privilege of the vast estate, but also the use of its drinking water, and, a few weeks after the death of young Bernal's father, seized one of the widow's cow's, "as a warning to trespassers upon the reservation of a government watercourse." "Mark my words, neighbors, if I do not make him stop bragging about that government creek," shrieked Master Bernal, when the bailiff had elbowed his way through an indignation meeting of the widow's friends, and on the very same evening he marched a posse of trusty playmates to the headwaters of the monopoly creek.

Up in the dells of the Sierra, and stock farm, the boy had private knowledge of a place where a portion of the brook found its way into a cavern or sink hole, without a visible outlet toward the next valleys of the watershed; and by widening the channel of the affluent nearly all the water of the brook was diverted toward that drain. The small residue was absorbed in its course through the sands of the fountainless plain, and the next morning the mayoral was surprised to note the disappearance of the sacred stream. An exploring party failed to elucidate the 'significance of the portent, and it is on record that young Bernal was subpoenaed on a charge of having entered into a conspiracy with his uncle, the druggist of San Lorenzo, to affect the evanesence of a public pasture brook by mixing its waters with evaporative essences?-Lippincott's Mag-

How Much a Man Eats. It has been calculated that on the average each man who attains the age of three score and ten consumes during the course of his life twenty wagon loads of food, solid and liquid. At four tons to the wagon, this would correspond to an average of about 100 ounces of food per day, or say some 120 ounces per day during adult life, and about eighty ounces during infancy and youth. Most modern doctors agree in regarding 120 ounces of food per day, corresponding to five or six half pints of liquid food, and seven or eight pounds of solid food, as in excess of the real daily requirements of a healthy man or woman.

Yet probably most of us take more than this, in one way or another, during the day. Dr. Lankester, from an extensive analysis of the dietary of soldiers, sailors, prisoners, and the better paid class of artisans and professional men in London, found the average daily quantity of solid and liquid food to be 143 of broken stone not exceeding six inches ounces. Doubtless many take much less; was spread. Many of the roads construct but unquestionably many take much ed by Telford in the vicinity of Glasgow more than this. When some one mentioned before Sydney Smith the twenty wagon loads of food calculated for each man's allowance, he turned to Lord Durham, who, like himself, was corpulent (and not without sufficient reason), with the quaint remark, "I think our wagons. Durham, must be four horsed ones." There are members of the London corporation, to seek no further. whose wagons must be six horsed ones, and well loaded at that .-- Richard A.

Proctor in The Cosmopolitan. A Royal Beverage. The royal table beverage in Annam is a particular brew made from the poppy seeds and aromatic plants, but Dong Khang never touches the traditional concoction, finding a bottle of old Bordeaux quite good enough for him.-New York

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Friend, you must die: Perchance the thought Comes o'er you like a lightning's flash; You realise that Life is canghi Of Soul and Body, and the strife But turns and twists the captured Life. All is turmoil, and Man a slave That cringes to a mortal breath Whose short possession brings the grave; Whose only certainty is death. Perhaps, from out this earthly gloom You seek bright paths beyond the tomb?

Perhaps, beside some dear dead face You watched the long and weary night You missed the sweet departed grace, The smile, the voice, the loving light That filled those glazed and half-shut eyes In deep distress, your tearful cries Re-echoed through the solemn air; You strove in vain to raise the dead; The pale lips smiled at your despair, Your hot tears wet the peaceful head. Perhaps, above that gentle clod, Vain sorrow turned to steps to God*

This is the highest end of fear, Yet savor of the cudgeled hound To crouch affrighted by the bier, Be lashed to heaven at a bound. or seems it yet a brave man's place To weep a passage into grace! here is a power, to all innate, A force unshackled, high and free: As firm in mortal as his fate. That often wields this high decree Let us, toget hir. I hand,

-William Wallace Cook.

AN INTERESTING CHARACTER.

The Gaucho of the Pampas and His Peru

liarities-Courteous and Cruel.

The Gaucho (gowcho) of the pampas s the most interesting character on the continent. He is the descendant of the aristocratic Spanish don and the women of the Guarani race, a species unknown to any other part of the world, whose earest likeness is the Bedouin of Arabia. e is at once the most indolent and the most active of human beings, for when ne is not in the saddle, devouring space on the back of a tireless bronco, he is sleeping in apathetic indolence among mistresses or gambling with his chums. Half savage and half courtier, he Gaucho is as courteous as he is cruel. and will thrum an air on the native mandolin with the same ease and nonchalance as he will murder a fellow being or slaughter a steer. He recognizes no law but his own will and the inwritten code of the cattle range, and all violations of this code are punished banishment or death. Whoever ofends him must fight or fly, and his venance is as enduring as it is vigilant. le never shoots, or strikes with his fist. and his only weapons are the short knife ich is never absent from his hand or is belt, the lasso, and the "bolas," imnents of his trade, offensive and de-

A fight between Gauchos is always to death, and it is the duty of him who lls to see that his Victim is decently buried, and the widow and orphans cared The widow, if she pleases him, becomes his mistress, and the orphans grow p to be Gauchos under his tutelage. As superstitious as a Hindoo, peaceable when sober, but regardless of God and an when drunk, as brave as a lion, as active as a panther, with an endurance equal to any test, faithful to his friends, s implacable as fate to any one who ofends him, he has exercised a powerful influence upon the destiny of the Argenine Republic, and retarded civilization until overcome by an increased immigra-

tion of foreigners. The Argentines once had a Gaucho lictator, Don Manuel Rosas, "The Eterso he called himself, who ruled with a despotism of iron and blood for twenty-two years—from 1830 to 1852. He was the son of a wealthy Gaucho of the same name, and commanded a regiment of his kind in the war for indepenlence. So powerful did he become that was an easy step from the chieftainship of the Gauchos to the presidency of republic, and finally to the head of an absolute despotism, which existed for nearly a quarter of a century, in defiance the constitution and the laws.

The day of the Gaucho is passing. Immiration and civilization have driven him to the extreme frontier. Like the North American Indian, he decays when domesticated, and a tame Gaucho is always a drunkard, a loafer and a thief .- Will ism Eleroy Curtis in Harper's Magazine.

Telegraphic Cipher Codes.

Telegraphic cipher codes, the use of which was, up to within a few years, confined to a comparative few, are now prepared for almost every kind of business which patronizes the wires to any extent. Each commercial line has its specially constructed code. Several of these are Chicago inventions, including one or two designed for cable telegraph-The copyright of a popular code is a valuable property. The one used most by grain speculators netted its owner a competence. Not many mercantile concerns own exclusive codes. Probably the ost elaborate commercial code in the world is published in New York, and it is really a model of ingenuity. It contains 00,000 words, drawing upon every language in Europe. It is arranged in tables such a manner that a Chicago merchant may communicate through it with twenty or thirty European correspond-ents, using practically a different cipher for each. Half a dozen kinds of business, with their peculiar phrases and expressions, are covered by this book, which is sold at \$50 a copy. The military cipher used by the army during the rebellion, which eluded all attempts by the Confederates to fathom its secrets, was for many

Names in Boston Directory. some of the peculiarities of the Boston directory come to light in the colums of Globe of that city. Of course there are plenty of Beans in Boston, one Egge, eight Pyes, a number of Onions and one Crumb. Besides these there are three Bones, also Salt and Jelly. Seven Beers are found, and Coffee, Milk and Teas. There is one Chicken to three Goslings and a Hawk. Boston also has a pair of Stockings, one Sock, one Cravatt; a pair of Mittens and four Collars. Three Hatts and one Wigg completes the outfit. - New York World.

years after the war used by a well known

detective agency.-Chicago News.

Indians as Opium Smokers. The Reno Journal says that the pracis of smoking opium is becoming almost as prevalent among the Pacific coast Indians as among the Chinese from whom they have learned it.

According to The London Globe, : hermetically sealed bottle of wine was in 1877 exhumed from the Roman cemetery of Aliscamps, near Arles, and its contents were analyzed by Berthelo, the well known . . ench chemist. The analysis shows that the liquid had retained its vinous character and contained 4 1-2 per cent. of alcohol. - New York Tribune.

On account of the stench arising from the millions of dead salmon in the McCloud river, trout fishing along that stream is robbed of its charms. The smell of the decaying fish is attracting bears by the wholesale.—Yreka (Cal.) THE ASHES OF NAPOLEON I.

The Body Said to be Resting at Chiselhurst-Napoleon III's Superstition. France was inta state of intense excitement a few days ago, because Le Gaulois published a few lines to this effect: "The Tomb of the Invalides is empty. The remains of the Emperor Napoleon I

have been stolen by sacrilegious hands, and scattered to the four winds. "How has such a profanation been ac complished? Willen did it take place? How has it been proven?" Figaro immediately replied that the

story was a hoax and related an interview with Gen. Sumpt, governor of the Invalides. He has guarded the tomb of the Emperor for the past nine years and declares the story false in every detail. "In the first place," said the old hero, before robbers could enter the crypt, they must have overthrown a marble balustrade and broken two bronze doors. The cover of the coffin is porphyry, and weighs 24,000 pounds. It is fastened by bronze hinges, and to mise this immense block at least fifteen workmen would be obliged to labor for days, not with simple tools, but with complicated scaffolding, pulleys, ropes and the like. Since Napoeon was buried in the Invalides not a workman has entered the crypt. Even during the Commune not an attempt was made to violate the emperor's tomb. Napoleon's ashes repose on the banks of the Seine, in the midst of the French people he so much loved.'

After this interview the French nation was satisfied that since May 7, 1861. when the body of the emperor was placed in the marble sarcophagus, in the presence of Napolcon III, Prince Jerome and the dignitaries of state, "not a workman had

entered the crypt. The belief of the French was sadly shaken when Le Gaulois, not willing to be accused of hoaxing the public, announced the existence of documents proving its statement. A personage who had a conspicuous role in the adminis tration sent this journal the duplicate of these 217 important documents. From these it is discovered that Napoleon III appointed a secret commission, charged with accounting for the absence of the ashes of Napoleon I, at the moment of opening the coffin in the chapel St. Jerome, and that Marechal Vaillant presented to Napoleon III, April 27, 1861, a report proving the absence of the ashes! The Gaulois added that the original copy : confidential affair was placed in the hands of the grand chancellor of the Legion of Honor, but, as the archives of the chancellerie were burnt during the innine, no one had heard of the mysterious documents. While these searches are made, I re-

member a conversation I had some time ago with a friend of Emperor Napoleon III. Said he: "When the emperor's remains shall be removed from Chiselhurst to Farnborough, you will hear something very curious with reference to the ashes of Napoleon I." Then he told me a long history, pledging me to secrecy until the proper time should come for the revelation of these facts. During the last two years of his

reign," said my informant, "Napoleon III became a fervent disciple of spiritualism. When he first thought of war with Prussia, he went incognito to the Invalides every day and there invoked the spirit of the great conqueror. When he took command of his troops, he wished to have some tangible relic of his here beside him, something that would compel the spirit of the Napoleon to answer his call. By stealth, at night, the ashes of Napoleon were taken from the Invalides, placed in portable box, and Gen. Fleury and I were the only ones who knew that the conqueror of Jena accompanied his nephew in all the battles of the Franco-Prussian war. One of the causes of the disaster at Sedan was the fact that in moving the emperor's baggage the fetich had gone astray. Disheartened because of this calamity, Napoleon surrendered at once. Afterwards it was found that the box, so dear to Napoleon III, had passed the Belgian frontier, and from there was sent to England. I know it was the emperor's wish that this fetich should be paried beside him, and feel confident that Napoleon I now lies at Chiselhurst." Baroness Althea Salvador's Paris Letter in New York Mail and Express.

One of the Late Pastimes.

One of the most interesting of the socalled "pastimes," which have of late been introduced into the home circle under the name of art, is that of modeling in wax. It is not only interesting and amusing; it is instructive. A pound of wax will keep a large family quiet and busy for a whole evening, and aside from the often curious results of the two or three hours' work, there has been gained an idea of anatomy which the workers were quite unaware of. It is easier to model a head, such as it is, in wax, than to make a drawing; the light and shade is made with every pressure and there is nothing flat, so that it is a more prolific medium than charcoal and paper. At first the amateur produces a rather archaic object, but during the evening, after he has had a little facility added to his hand, he will discover that he has been more of an observer than he was conscious of. He will also glance up from his work and look at some member of the family to locate the ear, or eye, or chin, and so by degrees he constructs a really good head and in a week's time is able to o'tain a likeness of some member of the family. So, little by little, the arts are creeping into the shop and home. It is by this medium we shall be able to add more interest to the higher and more complete arts and the observer who has handled the wax at home will be better able to pass judgment on a piece of sculpture than he was before his "pas trials at modeling. - American

Discovery of an Old Norse War Ship. No object so thoroughly fascinated me in a visit to Norway and Sweden during the summer of 1882 as the splendid example of ancient shipping discovered shortly before at Gokstad, on one of the peninsulas of southern Norway. The length from stem to stern over all is 78 feet, the keel alone measuring 66 feet. The breedth of beam is 16 1-2 feet, and the depth, about 4 feet. Oak alone was used in the construction, the body being unpainted, while the stem and stern posts were decorated. The planks were laid on over the frame timbers in our lapstreak style, each overlapping the one below its and were fastened together with iron bolts riveted and clinched upon the inside-"clinker built," as we now call it. The planking was lashed to the frames by means of projections; with wicker-like cords or withes, made from the roots of trees; and the seams were calked with hair of cattle spun into a

cord of three strands, and this was not | S. MORRIS HULIN, driven into the crevices, but laid in when the planking was put together. From this method of construction, as well as from the character of the relics found and the use of the vessel as a means of sepulture, Mr. Nicolaysen infers that it was built during the later iron age, or between 1. D. 700 and 1000 .-John S. White, LL. D., in Scribner's

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4th. Its flavor is better, because the air has no chance to act upon it, and be cause it is absolutely free from the metallic flavor often noticed in milk transported Parties wishing to be served can call at farm in Bloomfield, or send postal to

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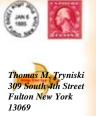
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